









camp and guns were captured, turned to the assistance of Abdullah Khan and rescued his troops. Tashkurgan was occupied on the following day. Tash Khan is said to be in Moscow. This news has been confirmed in the main feature by the news from Herat.

## LATE TELEGRAMS.

## THE CURRENCY COMMISSION.

ALLAHABAD, September 28th. The Currency Commission's report is to be published just previous to the meeting of Parliament in November. It is understood that the general report admits that the evils of low prices are in a high degree owing to the fall in the price of silver, and the consequent low exchanges with the East. It contains, however, no reference to the bi-metallic remedy. The President's special report arrives at the conclusion that more evidence is required before taking the leap of bi-metalism. A second special report, signed by six members, favours the adoption of bi-metalism.

## THE HERVEY GROUP ANNEXED.

LONDON, October 3rd. A British Protectorate over the Hervey Group in the Pacific has been proclaimed at Rarotonga, the principal island of the group, and also over Savage Island.

## AFFAIRS IN ZANZIBAR.

ZANZIBAR, October 4th. The native insurgents have seized a steamer belonging to the Sultan which was going to rescue the British subjects at the disturbed parts of the coast.

October 6th. The insurgent natives have released the Sultan's steamer which they captured, but have detained all male British subjects who were on board, declaring however, they will do them no harm.

## THE RANGOON LEGAL SCANDAL.

CALCUTTA, October 6th. On Thursday the Advocate General applied to the High Court for the suspension of the order removing Mr. Moylan. He said that in the whole of his professional career, he had never heard of such a proceeding, nor of the removal of an Advocate on such materials as had been acted upon by the Recorder. If Mr. Moylan conducted himself improperly, he should have been reprimanded at once. If guilty of contempt of court, he was liable to a fine or imprisonment. He never heard of a person losing his temper in argument being removed as totally corrupt, inordinately fierce, and wholly unfit for professional business; he would show how wrong Mr. MacEwan had been. The case is one of the most extraordinary conceivable; he could not say where the Recorder learnt his law, and did not think his reading or knowledge of law extensive; the only charge against Mr. Moylan was for saying "Laws were more favoured by the Judge than other Advocates," imputing intimacy. Three days afterwards Mr. MacEwan addressed Mr. Moylan, who denied the charges but apologised; his apology was not considered sincere; and Mr. Moylan had been struck off the rolls. The Recorder is not empowered virtually to cause Mr. Moylan's removal. In the Grenada case referred to, the explanation given was perfectly satisfactory; yet in spite of this the case was dragged in. After reading orders the Advocate General said the case would form a leading chapter in a comic history of England, and while the Recorder's order would doubtless be reversed, he asked its suspension, pending hearing of appeal at an early date. The Court suspended the order accordingly, as it is impossible to issue rule, before the appeal came on for hearing.

## A FATAL GUNPOWDER EXPLOSION.

MADRAS, October 8th. Twenty-five people have been killed by an explosion of gunpowder at a temple near Chidambaram in the South Arcot District. A festival was proceeding, and torches were being used near where a vessel containing gunpowder has been kept. The torch fell into the vessel, resulting in a terrible explosion.

## INCREASE OF THE EGYPTIAN ARMY.

CAIRO, October 9th. It has been decided to increase the Egyptian Army, probably by one brigade.

## THE SIEGE OF SUVAH.

The latest news from Suvaah states that the place is rapidly tranquillizing, and that the number of the rebels besieging the town is diminishing.

CALCUTTA, October 10th. The British Indians settled along the Zanzibar coast are great losers by the stoppage of trade there owing to the rising of the natives. It is reported that a German Squadron has been ordered to the Zanzibar coast.

## THE SALT SYNDICATE.

LONDON, October 10th. The prospectus of the Salt Union has been issued for working the Salt Mines of England and Ireland with a capital of three million pounds sterling.

## THE EMPEROR OF GERMANY.

NAPLES, October 17th. The Emperor William and King Humbert of Italy have paid a visit to Naples, where they were accorded a splendid reception.

## SIR MOREL MACKENZIE AND BERGMANN.

BERLIN, October 17th. Dr. Bergmann denies any intention of prosecuting Sir Morel Mackenzie whose book has been seized in Germany.

## RUSSIA AND ENGLAND.

ST. PETERSBURG, October 18th. A portion of the Russian press are in favour of an understanding with England, detaching the latter from the central powers.

## THE CHINESE IN AMERICA.

WASHINGTON, October 18th. The officials at American ports are rigorously enforcing the terms of the Chinese Exclusion Bill, although the Courts in California are upholding the legality of an appeal of the Chinese to the Supreme Court.

## LORD HARTINGTON AND THE TORIES.

LONDON, October 19th. Lord Hartington speaking at Belfast extorted both Tories and Unionists to fight unitedly at the elections.

## THE CURRENCY COMMISSION.

The divergence in opinion of the Currency Commissioners has been settled and it is expected they will issue a report shortly. It is believed the report will be in favour of bi-metalism.

## THE LOSS OF THE "WAITING."

A correspondent in Formosa gives the following account of the loss of the *Pescadore* under the Chinese steamer *Waiting*—better known under the German flag as the *Wella*—reported by telegrams from Amoy in our issue of the 22nd inst.

The *Waiting* left Tamsui under command of Captain Petersen, with one European chief officer, Mr. Korsholm, the rest of the officers, engineers and crew being Chinese. There were 80 passengers on board destined for Taiwan, and the orders were to land them and see if the steamer *Phaedra* was either there or at the *Pescadore*, in which case Captain Petersen had orders to land.

to go to Double Peak along with the *Waiting*, to take in soldiers for the place on the N.W. coast of Formosa nearest to where the fighting is at present going on with some rebellious districts. The *Waiting* left with moderate N.E. moonlight at 2 p.m. on the 11th October, from Tamsui; steered west 20 miles, then S.W. on the morning of the 12th at 7.35. Captain Petersen got an observation which worked out by Sumner's method gave the ship on a line S. by W. 1/4 W. to the North Island, *Pescadore*. Steered this course until 10 a.m. when, as expected, the islands were sighted right ahead. Rounded the North Rocks, on which the *Wang Hai* was lost in 1885, and where Captain Petersen had been working many weeks to save what could be got from her. At 12.15 (noon) the *Waiting* was N.E. of said rocks, 2 of a mile off; set the course S.W. by S. and let the Chinese second mate look out while Captain Petersen and Mr. Korsholm took tiffin in a house on deck. Mr. Korsholm had never been there before and was sick, and the second mate said he was well acquainted with the place. At 2.15 p.m. the steamer right on the N.W. Outliers. How he could come there nobody can understand; it was S.W. by W. from where the ship was half an hour before and there was a strong wind with sea from the North. The tide at the time was about slack, as it was just low water, and the rocks always break and are plainly visible, especially at low water.

After the ship struck she filled very rapidly. The starboard quarter-boat, being to windward, was first got out. A Customs Tattai, Mr. Wu (Ng), and a few passengers went into this small boat, besides the boat's crew. It was almost instantaneously smashed against the side and broken entirely to pieces, all the people struggling for life in the water. The Mandarin had got a life buoy on and twice the Captain had him nearly out of water, but he was smashed up under the ship besides being pushed about by the people that struggled in the water, and he let go just as he was nearly saved. Besides him two passengers and two little boys belonging to the ship were drowned, and these were the only lives lost. In the meanwhile all passengers that could have gone into the two remaining boats, both life-boats. It was with the utmost difficulty they were cleared out of the lee one; this boat was then safely got out and given in charge of Mr. Korsholm to get assistance as quickly as possible. A hole was knocked in the boat in getting it out and a blanket filled into it. In this boat the highest Mandarins, some more passengers and the crew went; in fact both second mate, boatswain, and the whole deck crew with the exception of one quartermaster. The ship by this time was quite filled fore and aft, the water was rising and the sea breaking all over her. By 3.30, at high water, the water was a couple of feet over the raised poop deck. The Captain, with the three engineers, two firemen and one quartermaster, now worked to get the starboard lifeboat out. It being to windward and the ship rolling and bumping on the rocks in an awful manner, this was very difficult. Every time the boat was outside it was drifted by a breaker right in and everybody knocked down. At about 5 p.m. a boat from shore came out, but could not get alongside on account of the high sea. The three engineers, who had stood by the Captain like men, now asked permission to try to swim out to this boat to save their lives, and as Captain Petersen never at that time expected that anybody more would be saved, he let them go. They got a couple of hatches, which had been secured for such an occasion, in the water and jumped over themselves along with the No. 1 fireman, and were lucky enough to be seen by the boat and picked up. The Captain had got all the passengers up the bridge, about sixty people, as it was the only dry place. The sea was breaking right over everywhere, throwing spray right over all the people on the bridge, and the prospects looked very bad. All stopped together during the night, and a miserable night it was, the ship rolling and bumping, nothing to eat or drink to be had, and of course everyone wet through. In the meanwhile Mr. Korsholm had reached the shore in the life boat, and had got on board the steamer *Pechili* in Makong harbour about 8 p.m. and told the tale. Captain Petersen got steam up at once and went out, but although he fired rockets and blue-lights, he was never seen from the people on board the *Waiting*, and he could not find the wreck, as that night there was no light or fire on board of any description, as a matter of course. On board the prospects brightened towards midnight; the water fell and the wind and sea went down in such a manner that Captain Petersen could inform the people that they would most likely be saved. At daylight a lot of boats from shore came out; the wreck was boarded by hundreds of Chinese and perfectly looted of everything they could lay their hands on. Captain Petersen was alone, and he was afraid that the boats would leave and not save his people if he knocked any of the shore people on the head, he let them have their own way. When they had taken what they could and all the passengers were safely distributed on the boats, the Captain also left. When they were some distance away from the wreck, the *Pechili* came up, got along as near as they could and sent the chief officer on board the wreck along with Mr. Korsholm. Everything had, however, been plundered and there was nothing to do, but they deserve great credit for at once going out to the rescue. When Captain Petersen with his passengers landed on Bird Island they were all most hospitably received, got their clothes dried, and got something to eat and drink from the poor people in the village. When the water rose in the afternoon all went into Makong harbour, and were received on board the *Pechili* in a most hospitable manner. The *Pechili*, which was to tow two pontoons to Tamsui and started on the following day, brought all the officers and crew from the ill-fated steamer up to Tamsui.

## WENCHOW.

(FROM A CORRESPONDENT.)

20th October, 1888. We were agreeably surprised to-day to see a British steamer enter the river, which proved to be the *Footching*, a small iron vessel of 77 tons. Mr. Kaw Hong Take of Hongkong is the owner; it is his intention to keep that vessel on the Foochow and Wenchow line, and should meet with success. This is quite a new departure and will, no doubt, cause the junk owners to grumble. A rumour is afloat that another steamer is to run between Foochow, Wenchow, Ningpo and Shanghai; if this comes to be true, Wenchow will no longer be an isolated port. Cholera is prevalent amongst the natives and a good many deaths have occurred during the last few days. The German gunboat *Wolf* left on the 12th inst. for Canton via Foochow and Swatow. N.C. Daily News.

## CHI-NAN FU.

(FROM OUR OWN CORRESPONDENT.)

The city has been unusually quiet, since the students departed to their homes after the examination. A few of the sons of the rich families have remained, many of whom have the expectation of receiving a degree. We learn that in the list of subjects there were some bearing on Western science, thus showing that the introduction of other than Chinese studies has not been observed in Shantung. The examination, however, presented one important theme—already a stale theme in China—viz., the Yellow River. Perhaps some genius will arise to solve all difficulties, and do away with the need of foreign theories. In the examination time we were surprised at the large number of books and essays carried off for reference. As we passed at different times through the throng of waiting students, we noticed that the majority were well supplied with such material. This year an unusually large number of Chinese books in small foreign print were sold, thus illustrating the principle *multum in parvo*. The cholera epidemic has continued severe all within the last few days. The only foreigner left in the city was suddenly attacked, but remedies were at once applied. In the absence of the foreign physician, a telegram was sent to the American physician of the Mission near Tschow. He at once came and rendered valuable assistance. The Acting Tattai, Chang Tung, was attacked with the same disease, while in the examination hall. He left the hall for his own yamen, but in a short time died. The new acting Tattai is Chao Kuei Hun. The various questions of various missionaries now and then come to notice, and then quietly disappear. The Italian Bishop here has again pressed his case in the district of Kuan-hsin, but has accomplished nothing. The German Bishop of Yenchow-fu, who returned to his work several weeks ago, has likewise urged his case by letter. We also understand that the German Legation has taken up his case, instead of the French Legation, but notwithstanding the Chinese, no more satisfactory result has been reached. As to the American case, there is a longer interval of non-action. In addition to these three cases, the missionaries of the Church of England have again appeared on the scene, having lately returned from Peking. We hear that the British Legation intervened in their behalf in regard to the late troubles at T'ai-an-fu. The opposition, however, seems to continue, at least against the landlords who have rented, or desired to rent, to that Mission. The missionaries have decided to make Chi-nan their headquarters, and will still keep a small office at T'ai-an-fu. Through aid rendered by one of the American missionaries, they have been able to rent a house in the city, and today they gave a feast to the landlord and adjoining neighbours. As a matter of novelty, I may mention that the American missionary acted as go-between in the rental, and went security for payment. N.C. Daily News.

## TIENTSIN.

20th October, 1888.

The weather suddenly changed on Thursday night, a drop in the barometer heralded a strong blow from the north-west. On Friday morning early a little snow fell.

The tides are now very irregular, and the strong northerly winds that frequently visit us drive off the water. Disturbances at the Bar will now be frequent; but if passengers can reach Taku they can count on the settlement by train from Tongku. The trains now run twice daily.

Capt. von Hanneken returned to this place on Sunday, the 14th inst., in good health, having recovered from all effects of the accident that befell him.

The foundations for the new Municipal Hall have been excavated, and the deep trenches show that the building, which will face the Victoria Park with a southerly aspect, will be large and commodious.

A notice has been issued by the Peiho Tug and Lighter Company offering to lighten vessels at the bar at the rate of 3 Mex. dollar cents a picul, which is not a sign of coming truce or peace with the older enterprise.

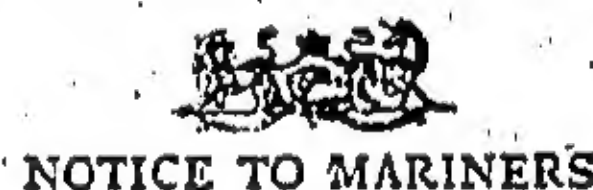
H.I.G.M. gunboat *Illis*, Capt. von Eickstedt, a pretty little iron vessel, possessing a fine and rapid crew and a most efficient armament, has taken up her place at our bund, and will soon dismantle, roof in, and prepare to remain here during the winter. Another gunboat is expected, but whether French or Russian we do not yet know.

The Captain and Pilot of the *Tooman* deserve great credit for the skillful way in which the vessel was brought up to our bund, as she is scarcely suited, on account of her great size and deep draught, for navigating our river.

A meeting of the shareholders of the Taku Tug and Lighter Company was held yesterday morning, when 1,620 votes were represented. The following resolution was put to the meeting and carried, with one dissentient voice:

"That the Directors be and are hereby empowered to raise a loan not exceeding the sum of Tael Fifty Thousand, to be applied to the purpose of paying for additions to the Fleet and Property."—Chinese Times.

## To-day's Advertisements.



## NOTICE TO MARINERS.

NOTICE is hereby given that a SUB-MARINE MINFIELD for experimental purposes will be LAID on the South side of STONE CUTTERS' ISLAND from the 29th inst. The FIELD will extend between 2,000 to 3,000 feet in North and South direction from the centre of the Island, and in an East and West direction about 2,000 feet. The Southern boundary will be marked by two black and white Buoys with a Beacon on each, formed by a paraffin oil tin painted red and white, 3 feet above the buoy. All ships, junks and other vessels are cautioned to keep to Southward of these boundary buoys. R. MURRAY RUMSEY, R.N., Harbour Master, &c. Harbour Department, Hongkong, 26th October, 1888. [1091]

THE HONGKONG HIGH LEVEL TRAMWAY COMPANY, LIMITED. TIME TABLE. (to take effect from the 1st of November.) WEEK DAYS. The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:— 8 to 10 A.M. every quarter of an hour, 12 to 2 P.M. " " half hour, 3 to 7 " " " quarter of an hour. SUNDAYS. CHURCH TRAM at 10.40 A.M. 12.1 to 3 P.M. every half hour, 3 to 7 P.M. every quarter of an hour. Special Cars may be obtained on application. Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office of MAEWEEN, FRICKEL & Co., General Managers. VICTORIA EXCHANGE, 50 & 52, Queen's Road, Hongkong, 29th October, 1888. [1092]

## To-day's Advertisements.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE, VIA FOOCHEW. THE Steamship

"TSINAN." A. Allison, Commander, will be despatched as above on THURSDAY, the 1st November, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A fully qualified Surgeon is carried.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 29th October, 1888. [1106]

## FOR SALE, CHEAP.

## SEVERAL RELIABLE HACKS

## CARRIAGE PONIES.

Also, A First-class London made DOG-CART AND THREE BASKET CARRIAGES, all in good order.

For Particulars, Apply to No. 6, PEDDER'S HILL, Hongkong, 20th Nov. 1888.

## Masonic.

## ST. JOHN LODGE

OF HONGKONG, No. 618, S.C.

A N EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zeland Street, TO-MORROW, the 30th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 26th October, 1888. [1086]

## Auctions.

## GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

## MONDAY,

the 5th day of November, 1888, at 4.30 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th October, 1888. [1094]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of November, 1888, at 4.30 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

No. of Registry	Locality	Boundary Measurements	Contents in Acre	Area	Upset Price
No. 1206	Inland Lot				
	Peak Road				
		339	1/2		
		306	1/2		
		126	1/2		
		32,000			
		148			
		480			

## Intimations.

## MACAO.

WANTED to purchase, in a good situation in Macao, Small FAMILY RESIDENCE commanding a sea-view. Price must be Moderate. Apply with full particulars, by letter only, to W. H. c/o Hongkong Telegraph Office, Hongkong, 25th September, 1888. [954]

## THE CHINA ENGINEERING COMPANY.

TEMPORARY OFFICES:—MACAO. H. SMITH BIDWELL, Secretary.

Macao, 1st October, 1888. [1040]

FOR HIRE. THE Fast Steam Launch "ELK" is always at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to CRICKSHANK & Co., Ltd. Hongkong, 17th August, 1888. [1091]

## TO THE DEAF.

A 320-page Illustrated Book on Deafness, Notices in the Head, how cured at your homes. Send 6 Stamps. Address DR. NICHOLSON, 5, Old Court House Street, Calcutta, 25th September, 1888. [1044]

## Intimations.

## CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$2 per SHARE has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 1/2%).

Warrants may be had on application at the above Office on and after MONDAY, the 29th inst.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, 27th October, 1888. [1092]

## A. S. WATSON &amp; Co., LIMITED.

A N INTERIM DIVIDEND on Account of 1888, at the Rate of 64 Dollars per SHARE in the Capital of the Company, will be payable at the HONGKONG and SHANGHAI BANK on and after the 5th proximo, on Warrants to be obtained of the undersigned.

THE REGISTER OF SHARES will be CLOSED from THURSDAY, the 1st proximo till MONDAY, the 5th proximo, both days inclusive, during which period no TRANSFER of SHARES can be registered.

By Order JOHN WILLMOTT, Acting Secretary, Hongkong, 27th October, 1888. [1093]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 15th October, 1888. [1045]

## PROSPECTUS.

## SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1856."

CAPITAL: \$750,000 (with power to increase), divided into 7,500 shares of \$100 each, payable as follows:—

\$30 on APPLICATION, \$30 on ALLOTMENT. Further Calls not exceeding \$20 each, to be made at intervals of not less than three months.

(It is not expected that more than \$5 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

## DIRECTORS:

WILLIAM ADAMSON, ESQ. (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, ESQ. (The BORNEO COMPANY, LIMITED)

WILLIAM DOUGLAS, ESQ. (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA)

HON'BLE J. FINLAYSON, M.L.C. (Messrs. BOUSTEAD & Co.)

J. P. WADE GARDNER, ESQ. (Manager, HONGKONG & SHANGHAI BANKING CORPORATION)

HON. H. W. GEIGER, M.L.C. (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.)

W. E. HOOPER, ESQ. (Messrs. A. L. JOHNSTON & Co.)

O. MUHRY, ESQ. (Messrs. BERN, MEYER & Co.)

THOS. SCOTT, ESQ. (Messrs. GUTHRIE & Co.)

TH. SOHST, ESQ. (Messrs. PUTTFARCKEN & Co.)

C. STRINGER, ESQ. (Messrs. PATTERSON, SIMONS & Co.)

BANKERS: CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA;

HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS: MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro tem) JAMES KERR, ESQ.

HEAD OFFICE: SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly growing passenger traffic through Singapore, as well as to supply the great demand for temporary or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is a leading place of call and coaling port on the great steam lines of communication with the Far East. It is moreover the centre of an extensive trade with India, China, the Dutch Indies, the Philippines, Siam, and other countries.

The present hotel accommodation in Singapore is quite inadequate, and it is proposed to acquire the fine site now partly occupied by the HOTEL DE L'EUROPE, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepared, and the engagement of a first-class Manager is already secured.

Prospectus and Forms of Application may be had at any of the Agencies of the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED BANK OF INDIA AUSTRALIA AND CHINA, or of M. D. McCULLOCH.

A certain number of Shares will be reserved by the Directors for Allotment to Hongkong Applicants.

APPLICANTS FOR SHARES will have to pay 1 per cent. extra for the difference between this Port and Singapore.

Hongkong, 14th October, 1888. [1091]

## Intimations.

## HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held at the HONGKONG HOTEL, on THURSDAY, the 1st November next, at 4 P.M. Hongkong, 17th October, 1888. [1052]

## "WITH PROFITS" POLICIES

IN THE

## STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT,

will rank for two years Bonus at the next

## DIVISION OF PROFITS.

Proposal Forms and Tables of Rates on application.

THE BORNEO Co., Ltd.,



## Commercial.

TO-DAY.  
THE SHARE MARKET.

5 o'clock.

The only important business reported to-day has been in connection with Luzons. This stock continues to "boom" merrily upwards, shares having changed hands this afternoon at 85 and 86 for cash and also at 88 and 90 for March. A few Banks have been done at 152 per cent. premium for the end of the month. Other quotations speak for themselves.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—152 per cent. premium, sellers.  
Union Insurance Society of Canton—\$85 per share, sellers.  
China Traders' Insurance Company—\$68 per share, sellers.  
North China Insurance—Tls. 285 per share, buyers.  
Canton Insurance Company, Limited—\$97 per share, buyers.  
Yangtze Insurance Association—Tls. 96 per share, sales and sellers.  
Chinese Insurance Company—\$105 per share, buyers.  
On Tai Insurance Company, Limited—Tls. 150, per share.  
Hongkong Fire Insurance Company—\$330 per share, sellers.  
China Fire Insurance Company—\$73 per share, buyers.  
Hongkong and Whampoa Dock Company, 35 per cent. premium, buyers.  
Hongkong, Canton, and Vaco Steamboat Co.—\$217 per share, sellers.  
China and Manila Steam Ship Company—122 per share, buyers.  
Hongkong Gas Company—\$135 per share, sellers.  
Hongkong Hotel Company—\$165 per share, sellers.  
Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.  
Douglas Steamship Company—\$53 per share, sellers.  
China Sugar Refining Company, Limited—\$183 per share, sellers.  
Luzon Sugar Refining Company, Limited—\$86 per share, sales and sellers.  
Hongkong Ice Company—\$343 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$10 per share.  
Hongkong Dairy Farm Co., Limited—\$131 per share, buyers.  
A. S. Watson & Co., Limited—100 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 B—3 per cent. premium.  
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—11 per cent. premium.  
Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.  
Perak Tin Mining and Smelting Company—\$5 per share, nominal.  
Punjab and Sunghie Dun Samantan Mining Co.—\$11 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—59 per cent. premium, sellers.  
Tongkin Coal Mining Co.—75 per cent. premium, buyers.  
The Hongkong High-Level Tramway Co., Limited—22 per cent. premium, nominal.  
The East Borneo Planting Co., Limited—\$47 per share, sellers.  
Crutchfield & Co., Ltd.—\$50 per share, sellers.  
The Steam Launch Co., Limited—5 per cent. premium, sellers.  
The Austin Arms Hotel and Building Co., Ltd.—25 per cent. dis., nominal.

## EXCHANGE.

ON LONDON.—Bank, T. T. 3/0  
Bank Bills, on demand 3/08  
Bank Bills, at 30 days' sight 3/08  
Bank Bills, at 4 months' sight 3/11  
Credits at 4 months' sight 3/11  
Documentary Bills, at 4 months' sight 3/11

ON PARIS.—Bank Bills, on demand 3/80  
Credits, at 4 months' sight 3/96  
On India, T. T. 2/23  
On Demand 2/23

ON SHANGHAI.—Bank, T. T. 72 1/2  
Private, 30 days' sight 72 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$675  
OLD MALWA, per picul.....\$645  
NEW PATNA (without choice) per chest.....\$574  
NEW PATNA (first choice) per chest.....\$570  
NEW PATNA (bottom) per chest.....\$550  
NEW PATNA (second choice) per chest.....\$565  
NEW BENARES (without choice) per chest.....\$553  
NEW BENARES (bottom) per chest.....\$563  
OLD BENARES, per chest.....\$558  
OLD BENARES (bottom) per chest.....\$568  
NEW PERSIAN (best quality) per picul.....\$650  
OLD PERSIAN (best quality) per picul.....\$600  
OLD PERSIAN (second quality) per picul.....\$580

## CHINA COAST METEOROLOGICAL REGISTER.

28th October, 1888.—At 4 p.m.

STATION.	Barometer reduced to sea level and corrected for therm.	Temperature.	Humidity.	Wind.		Weather.	State last 24 hours.
				Direction.	Force.		
Wanchow	30.35	47	78	SW	1	b	b
Tokio	30.30	77	80	SW	1	b	b
Nagasaki	30.30	77	80	SW	1	b	b
Shanghai	30.40	77	80	SW	1	b	b
Amoy	30.31	75	78	SW	1	b	b
Hongkong	30.0	75	81	SW	1	b	b
Swatow	30.00	77	80	SW	1	b	b
Hailong	30.00	77	80	SW	1	b	b
Shanghai	30.00	77	80	SW	1	b	b
Amoy	30.00	77	80	SW	1	b	b
Hongkong	30.00	77	80	SW	1	b	b
Swatow	30.00	77	80	SW	1	b	b
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